

**Portable Equipment Workgroup  
Regulatory Concepts for Discussion  
5/9/03**

**I. Overall Goals**

- All engines must meet a particulate matter (PM) emission limit of 0.01 g/hp-hr or 85% reduction by January 1, 2020.
- Maintain, to the extent possible, existing emissions reduction commitments in portable equipment registration program (PERP) regulation (January 1, 2005, for engines used in dredging and January 1, 2010, for all other engines).
- Priority will be to reduce exposure from diesel PM in impacted areas.
- Promote non-diesel alternatives (electrification, different fuels, etc.).

**II. New Engines**

Proposal:

- Harmonize with United States Environmental Protection Agency's (USEPA) proposed Tier IV standards for newly manufactured engines.
- Limit operation at each location based upon PM emission rate of engine, with lower emitting engines having the greatest amount of operating time.<sup>1</sup>
- No operating restrictions for Tier IV engines.

**III. Existing Engines**

Proposal:

- Limit operation at each location based upon diesel PM emission rate of engine, with lower emitting engines having the greatest amount of operating time.<sup>1</sup>
- In lieu of the 2010 PERP deadline, owner / operators that commit to purchasing Tier IV engines expeditiously would be given an extended deadline.

**IV. Applicability (Statewide Portable Equipment Regulation)**

See attached proposed revisions to Statewide Portable Equipment Regulation (PERP) regulation.

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<sup>1</sup> Cumulative impacts of multiple engines would further limit operation at a given location